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1243

H.M.S. "EUROPA'S" SPEED
TRIALS.

On the 2nd inst. H.M.S. Europa (Capt. R. M. Ommann) reached Colombo, with about 750 officers and men aboard, including the old crews of H.M.S. Rosario, Waterwitch, Phoenix and Algerine and drafts generally from the reserve on this station and from torpedo boats and destroyers. She was on her journey back to Portsmouth, which she hoped to reach on the 3rd prox. The Admiralty ordered the Europa to carry out a series of trials similar to those successfully accomplished by the *Spartiate*, that is from Hongkong to Singapore and from Singapore to Colombo. The *Times of Ceylon* gives the following account:—She commenced a forty hours' trial at full power from Hongkong, but it had to be given up on account of the hot bearings, and also to the fact that there was a now and strange crew on board. She ceased up, and they dug out and got things right, but the full power trial was not resumed, and it was thought advisable to do the forty hours at three-fifths power—that is, 9,000 horse-power, or eighteen knots. This was successfully accomplished, the coal consumption being 2.4 per i. h. p. On reaching Singapore the Europa took in 700 tons of coal, and stayed two days. On resuming the voyage to Colombo the sixty hours' trial began. Eight hours were run at 16,300 horse-power, which gives a speed on paper of 20 knots (the highest speed accomplished by the *Spartiate* was 20.3 knots for the same length of time); fifty-two hours at three-fifths power, or a speed of 18 knots; and the journey was completed at 13.8 knots per hour, the whole journey from Singapore to Colombo occupying 104 hours. The coal consumption on the eight hours' trial was 2.3 per i. h. p., and 2.5 on the 52 hours' trial. Again there has to be recorded the creditable fact that not a single man fell out. They had all worked admirably. "Of course," our representative was informed, "we find it a tremendous strain. In fact, these trials ought never to take place in the tropics."

As regards the engines and boilers, there were absolutely no defects in the sixty hours' run. The excessive loss of water, which is supposed to be inherent in the Belleville boilers, has been noticeable by its absence. In fact the Europa is better for water than the *Spartiate*, which on the outward voyage used 24 tons a day, against 20 tons used by the Europa. On the whole, therefore, the trials have proved eminently satisfactory. "When the trial was finished yesterday, the Captain fell in everybody, and in the course of a very complimentary speech, congratulated officers and men on the manner in which they had worked." The Europa would have reached Colombo earlier than she did had she not met with monsoon weather. For the last 90 miles of the journey the wind blew fairly strong against her.

It is not generally known, says our Ceylon contemporary, that H.M.S. *Spartiate* had a lunatic on board. At Singapore, however, the writer forgets which Singapore presumably; it was not Hongkong—an European police man had suddenly gone mad and committed several murders. He was looked up as a most dangerous individual, and attempts had been made to ship him on one and all of the passenger boats for England, but no inducement would cause the ships' captains to take the risk. Therefore, the unpleasant duty devolved upon H.M.S. *Spartiate*. Obviously the responsibility was not regarded with much favour, but the order was peremptory and there was no alternative. With their usual readiness, the handy men improvised a padded room by sewing gunny-bags of cotton together and padding the walls of a spare room with them. After all these elaborate precautions and when the medical authorities had approved of the padded cell, the lunatic was gingerly carried aboard, but, instead of a raging maniac, foaming at the mouth and so on, behold a quiet, tractable Englishman, white-faced from long confinement, but absolutely quiet and harmless! That he was mad, however, admitted of no doubt, for when, on one occasion, his hair was being cut, he picked up each particular hair and placed it in his pocket!

Attention is called in *Science Biftings* to a theory of Stambians Stange, the librettist, that the music which most influences us is the music that beats—literally beats—to the cadences of the heart. In other words, in playing music of this kind, the conductor's baton, keeping time to the orchestra or band, is also keeping time to the beating of the human heart. If the orchestra should stop playing for a moment and the conductor should face his audience still swinging his baton, he would be indicating the rhythm of their beating hearts as accurately as if he heard them.

TRADE MARK

TELEPHONE No. 135.

OUR SPECIAL BLEND

SCOTCH WHISKY

"CLUB"

Per Doz. \$15

We have older and more expensive Whiskies but we have no better VALUE than

"CLUB."

H. PRICE & CO.

12, QUEEN'S ROAD.

114

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where
the finest food
is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL Baking Powder retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by
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"NAGARAKI PRESS" OFFICE, Nagasaki;
"KOHJI CHRONICLE" OFFICE, Kobe;
The "DAILY PRESS" OFFICE, Hongkong; and
at the London Office, 131, Fleet Street,
Hongkong, 1st January, 1903.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, 18, JULY to DECEMBER,
1902, With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office,
Hongkong, 25th January, 1903.

CORRESPONDENCE.

PLAGUE AND THE USE OF SALT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th June.
Sir,—I find a very interesting paragraph in your "Scientific Miscellany" of 19th inst. During the first of the plague epidemic here, in 1904, I had the question frequently put to me by Chinese friends, "Mr. Smith, why do not Europeans get attacked by plague?" To which my reply invariably was, "Because they use salt when eating their meals!" This was a conclusion arrived at by one, as the large proportion of cholera contained in salt acted internally as a disinfectant.

Your paragraph above named, which says, "Capt. Ross, a young medical officer in India, has found that a certain bacteria attending a malignant disease develops only when the natural chlorine of the body falls below normal," seems to go far to confirm the conclusion I arrived at in 1904, although, strange to say, it is the first statement I have seen in print on the subject.

I now think it is worthy of much consideration and study, in the direction of proving whether there is anything in my "salt" theory, about plague. It is notorious that in the East, native food tastes unwholesome and insipid for want of salt seasoning, as any one who has been led enough to partake of a Chinese feast can testify.—Yours, etc.,
J. GRANT SMITH.

CONQUERED SCOTLAND!

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th June.
Sir,—Being a Scotman, I was amazed to read the following passage in the London letter of the *China Mail* this evening:—

"England has never sought to crush out of a conquered or annexed country the individual characteristics of its people, and to merge it into one great race of absolute similarity, as has been so unsuccessfully tried by France, Germany, and Spain, and in this she has shown true wisdom, especially exemplified in the case of Scotland, which has retained all the old chivalry, hardiness and pluck which make such dreaded foes in the long ago."

When, in the name of wonder, was Scotland conquered and annexed? When the Scottish James VI assumed the British Crown?

For pure unblushing effrontery and woful ignorance displayed, this pronouncement of the *Mail's* letter-writer is unbeatable. It is enough to arouse the choler of the most apathetic Scot—if there be such a thing as an apathetic Scot; and for the effect it would have on such perfervid patriots as the Rev. Jacob Primmer and Mr. Theodore Napier—well, the white heat of their wrath were sufficient to set the heather in a blaze from John o' Groats to the Mull o' Galloway. And so we owe it to the English that they have not yet crushed out of our national characteristics! The man who can write such trash is not well-enough informed to qualify for a Third Standard certificate, his ignorance of history is as obvious as his hazy notions of impertinence is glaring, and he apparently adjudges the intellectual calibre of his readers to be of the lowest. At home such "gag" as he has written would be laughed at; but here in Hongkong there are people of all nationalities who in ignorance may take his word for gospel, and it is with a view to prevent such a thing happening that I trouble you with this letter.—Yours, etc.,
AN UNSPEAKABLE SCOT.

RECORD BIG-GUN SHOOTING.

"Straight Shooting" writes to the *Daily Express* as follows:—

"With regard to the great interest in the heavy gun prize-driving which is carried out in H.M. Navy, I send you the extraordinary results made from the 12in. Mark VIII guns mounted in barbettes, which were accomplished by the two captains of turrets in H.M.S. *Goliath*:—
Ship steaming twelve knots.
Range, 1750 yards to 1,400.
Time allowance, 3mins. run for each captain of turret.

W. Dellar, C.G.I., of the after barrette—Seven rounds, six hits on target.

G. Richardson, P.O.G.I. from fore barrette—Six rounds, six hits on target, in 2mins. 32secs.

"I think that for captains of barbettes, shooting with these guns in the Navy—viz., thirteen rounds, twelve hits, in 5mins. 32 secs.—this is at the present a record not likely to be beaten considering that the gun cannot be loaded under 30secs."

"I may mention that the guns in the barbettes, which are mounted in pairs, were both used on the run, firing alternately, or, as it is termed in the service, independent firing, right gun commencing."

LATEST STEAMER MOVEMENTS.

The A. L. steamer *Vindobona* left Moji for this port on the 20th inst.

The Imperial German mail steamer *Boon* left Shanghai on the 20th inst., at 3 a.m., for this port, en route to Fuchow.

The Imperial German mail steamer *Hamburg* left Singapore on the 20th inst., at noon, and may be expected here on the 24th inst.

The "Ben" Line steamer *Benledi*, from Leith and London, left Singapore on the 19th inst. for this port.

The steamer *Zofira* left Manila on the 20th inst., a.m., and is due here to-day, at noon.

The T.K.K. steamer *Bohila* left Manila on the 20th inst., p.m., and is expected here to-day, at about 6 p.m.

The O.S.S. steamer *Stentor*, from Glasgow and Liverpool, left Singapore on the 19th inst., a.m., and is due here on the 24th inst.

HONGKONG'S HEALTH AND
SANITARY CONDITION
IN 1902.

From the report of the Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer, on the Health and Sanitary Condition of Hongkong in 1902 we make the following extracts:—

POPULATION.

The estimated population of the Colony for 1902 was 311,824. There were 1,200 births and 6,783 deaths; of the latter 582 were from plague. The birth-rate was 3.8 per 1,000 as compared with 3.6 per 1,000 in 1901. The death-rate was 21.7 per 1,000 as compared with 23.5 per 1,000 in 1901. The following figures will show the comparison of the death-rate in the Chinese and non-Chinese during the past two years:—

	1901	1902
Non-Chinese	20.5 per 1,000	19.0 per 1,000
Chinese	23.77	21.93

GENERAL CHARACTER OF DISEASES PREVALENT.

Small-pox.—This disease was much less prevalent than in 1901, 57 cases only being notified during the year as against 91 in 1901. As usual most of these cases occurred in the early part of the year.

Cholera.—For the first time since 1888 cholera was again epidemic in the Colony. During the year, 460 cases were notified; over 300 of these occurred in the second quarter of the year. This disease appears to have been prevalent all over the East, the Philippines Islands especially having suffered. In all likelihood it was introduced to Hongkong from Canton.

Plague.—This disease was much less prevalent than during the previous four years, 572 cases only being notified as compared with 1,651 in 1901. The first cases occurred at Jardine's Bazaar at the East end of the town. A whole block of houses there was vacated and thoroughly disinfected, the rat-runs being filled up, &c. This principle of vacating infected blocks, cleansing them and rendering them rat-free was carried out during the year.

Rats.—Much more active measures were taken to exterminate rats. The number of rat-catchers was considerably increased early in the year and as a result 117,830 rats were destroyed during the year. The number of rats caught during the past three years is as follows:—

1900	46,593
1901	77,763
1902	117,830

Since March a systematic bacteriological examination has been made of all rats caught. The services of three Japanese doctors, versed in this work, were obtained from the Japanese Government for six months and since then work has been carried on by Chinese bacteriological assistants, specially trained by the Government Bacteriologist, who arrived in the Colony at the end of February. The result of the examination is interesting; at first in March only .03 per cent. of the rats caught were infected with plague. At the end of May the percentage of plague-infected rats was 5.6, this rose until the third week in July when it reached 7.8 per cent., since then it gradually fell until November when it was 1.7 per cent. Notwithstanding the fact that from September to the end of the year plague in man had practically ceased, plague-infected rats were still found, the percentage varying from 1.7 per cent. to 1.1 per cent. at the end of the year and then infected rats came from practically every health district in the Colony.

Haffkine's prophylactic.—The whole of the plague staff was inoculated with anti-plague serum and not a single case occurred amongst them. It was impossible, however, to induce Chinese generally to be inoculated.

Enteric Fever.—There were 55 cases as compared with 75 in 1901. These were equally distributed throughout the year, the numbers for the respective quarters being 16, 12, 12, and 15. Five of these were imported cases.

Malarial Fever.—There was a still further reduction in the number of deaths returned as amongst the Chinese from malarial fever, the figures for the last three years being 933 in 1901, 541 in 1901, and 387 in 1900. Anti-malarial measures, viz., removal of undergrowth, training of nullahs and draining of stagnant pools, were continued during the year.

Beri-beri.—There were more deaths reported from this disease than in previous years, the numbers being 452 as against 277 in 1901 and 381 in 1900.

Dengue.—An extensive outbreak of this disease took place. Some fifty cases occurred in the autumn of the previous year, the disease evidently having been introduced from Singapore. Every section of the community were affected, over 400 cases having been admitted to the Government Civil Hospital alone. The earliest case occurred towards the end of June, it was prevalent in July, more prevalent in August, and commenced to decline in September with the onset of the cool weather, and in October it soon died out. Considerable inconvenience was caused commercially, as many firms employing large numbers of men had great difficulty at the height of the epidemic in obtaining workmen. It is to be hoped that this disease is not going to become endemic.

[The following tables showing the distribution over the different months of the year 1902 of the infectious diseases notified, and the relative mortality in the different seasons of the non-Chinese and Chinese populations.]

GENERAL SANITARY CONDITION.

The sanitary condition of the Colony has been improved of late years, more especially by the provision of open spaces in the rear of buildings, thus doing away with back-to-back houses and introducing more light and ventilation to the Chinese dwellings. Much, however, remains to be done. Professor Simpson and Mr. Osbert Chadwick, C.M.G., arrived in the early part of the year. Their reports conclusively show that overcrowding and many insanitary

dwellings and areas exist. Mr. Chadwick states "I am further of opinion that nothing short of the general resumption of insanitary tenements, and their entire re-construction, will bring about any thorough improvement in the sanitary condition of Hongkong." The Legislature has introduced and passed a new Public Health and Buildings Bill which has consolidated and improved the various existing Public Health and Buildings Ordinances, and it is hoped and expected that this Bill will do much to further the better sanitation of this Colony.

A table of vaccinations shows that 6,475 were performed during the year, 540 at the Government Civil Hospital, 3,973 at Victoria Gaol, 2,6 at the Alice Memorial & Netherland Hospitals, and the rest by the Tang Wah.

HONGKONG ELECTRIC CO. LD.

The following is the report of the board of directors to the fourteenth ordinary yearly meeting of shareholders, to be held at the company's offices, No. 4, Queen's Buildings, at 12.30 p.m., on Saturday, 11th July:—

The balance at credit of profit and loss account is \$28,167.11, after deducting directors' fees (\$3,000) there remains the sum of \$25,167.11 available for appropriation, and your directors recommend that this be disposed of as follows:—
To pay a dividend of 9 per cent.—
Say 90 cents per share on 30,000 fully paid shares \$27,000.00
Say 45 cents per share on 30,000 part paid shares 13,500.00

To write off plant account for depreciation 34,741.11
To write off furniture account for depreciation 473.00
To carry forward to next account 3,453.00

The Manager reports that the number of lamps, fans, and motors connected to the Company's supply service on the 1st June was equivalent to upwards of 22,000 lamps of 3 candle-power. 85 are lamps are maintained by the Company and 11 electric lifts are being operated by the power service. During the year a new small alternator set has been brought into operation, a new storage battery for the power service has been erected, and the old battery is being overhauled and repaired.

DIRECTORS.
Hon. C. S. Sharp having resigned his seat on his departure from the Colony, Mr. A. G. Wood was invited to take his place on the Board. In accordance with the Articles of Association, Messrs. G. H. Medhurst and A. G. Wood retire, but, being eligible, offer themselves for re-election.

AUDITORS.
The accounts have been audited by Messrs. Gershom Stewart and C. W. May (the latter in place of Mr. J. C. Peter, who is absent from the Colony). These gentlemen offer themselves for re-election.
A. G. WOOD, Chairman.

Hongkong, 20th June, 1903.

STATEMENT OF ACCOUNTS

To 30th April, 1903.

LIABILITIES.

Capital—

30,000 shares each \$10 paid up 300,000.00

30,000 shares each \$5 paid up 150,000.00

Sundry creditors 6,484.00

Dividends unpaid 2,639.53

Suspense account 1,757.29

Hongkong and Shanghai Bank 2,908.81

Balance of profit and loss account 82,167.11

\$545,954.74

ASSETS.

Plant, cost of, as per last ac- \$ 315,463.57

Less amount provided for depreciation 25,402.57

Cost of plant since added 44,741.11

Property, cost of land and buildings as per last account 82,211.97

Installation material, stock of 72,448.30

Stores and coal, stock of 15,637.28

Tools, &c., stock of 1,192.10

Furniture, cost of, as per last ac- 423.00

Less amount provided for depreciation 143.00

Cost of furniture since added 373.00

Insurance—value of unexpired portions of policies 900.00

Sundry debtors 3,839.93

Cash with agents 5,360.15

\$545,954.74

WORKING ACCOUNT.

Dr.

To agency and office expenses 6,000.00

To rent and taxes 2,638.75

To insurance 2,463.24

To interest 209.4

To auditors' fees 80,891.72

To amount carried to profit and loss account 32,232.92

\$2,232.92

Cr.

By net profit on working 92,181.82

By scrip and transfer fees 55.50

By bad debts recovered 635.00

Less provision made for bad debts of the past year 16.40

\$2,232.92

PROFIT AND LOSS ACCOUNT.

Dr.

To amount available for appropriation \$2,167.11

Cr.

By amount of undivided profit, as per last account 1,275.39

By balance of working account brought down 80,891.72

\$2,167.11

A Mr. Hunt writes as follows to the *Rich* from Salisbury, Rhodesia:—On March 28 last I sat a hen on 12 eggs. All went well until April 9, when a large snake made its way into the sitting-house, and after driving the hen off her nest swallowed the whole of the sitting. I shot the reptile, and on opening it up discovered that nine of the eggs were unbroken, so I rinsed them in warm water, and placed them back in the nest. The hen took to them again quite calmly. This morning I found that the whole of the nine had proved their fertility, and the chickens appear quite healthy, regardless of the shaking the eggs underwent during the death-struggle of the serpent, which proved to be a splendid specimen of what is known locally as the "banded cobra."

LATE TELEGRAMS.

[VIA SHANGHAI AND JAPAN.]

THE GERMAN CHINA FLEET.

London, 8th June.

It is announced in Berlin that strong reinforcements are to be sent immediately to the German Fleet in Chinese waters. Several battleships are leaving, likewise cruisers are hurriedly completing. The German Government expect complications.

SERBIA.

Berlin, 16th June.

There is no doubt whether the Powers will acknowledge Peter Karageorgovich as King of Serbia. But a difficult question for the King will be the punishment of the Belgrade murderers. It is, however, expected that the Powers will not interfere in this affair.—O. Lloyd.

THE GERMAN ELECTIONS.

Berlin, 16th June.

The elections for the Reichstag are showing a considerable increase of the votes of the Socialists, who also captured Bremen, the fifth district of Berlin, and a great number of other cities. The total result is not yet known.

NEW GERMAN BANK.

Berlin, 16th June.

A new bank has been established in Berlin for China with branches in Calcutta and Hongkong.—O. Lloyd.

SOMALILAND.

London, 16th June.

Mr. Brodrick, Secretary for War, stated in the House of Commons that General Manning was ordered six weeks ago to concentrate on Bechote, and he is believed to be doing so.—N.C. Daily News.

MR. CHAMBERLAIN'S ZOLLVEREIN.

London, 16th June.

Mr. Chamberlain says in a letter that the fear that we shall lose our foreign trade by keeping our hands free to bargain with foreign nations is absurd. The foreign trade of Germany and the United States has increased much more quickly than ours despite Protection, while the cost of living in the United States leaves a much larger margin to the workmen.—N.C. Daily News.

THE TREATY REVISION NEGOTIATIONS.

Peking, 17th June.

With regard to the transfer of the treaty negotiations to Peking, the English, United States, and Japanese Ministers have strongly opposed it, and therefore the scheme has little prospect of being agreed to by the Powers concerned.—N.C. Daily News.

AUSTRALIA AND COLOURED LABOUR.

London, 17th June.

A despatch from the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, dated the 13th of May, has been published, in which Mr. Chamberlain observes that the Crown is bound to the natives of India by the same obligations as to

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Cables: A.H.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

"SOUTH CHINA MORNING POST," LIMITED.

THE Offices of the above Company have this day been REMOVED from 3, Duddell Street, to 15, 16, 17, CONNAUGHT ROAD CENTRAL, where the business of the Company will be transacted.

A. G. WARD, General Manager (pro. tem.).

Hongkong, 20th June, 1903. [1781]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th JULY, at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 11th prox., both days inclusive.

By order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd June, 1903. [1782]

EXCURSIONS TO MACAO.

THE Favourite Steamship

"CHUKONG"

Will leave Hongkong EVERY SUNDAY for Macao at 8.30 a.m., returning from Macao at 5.30 p.m.

Return fare \$2.00 (including Tiffin and Dinner \$4.00).

WING ON S.S. CO., 42, BERSAUX STRAND WEST.

Hongkong, 20th June, 1903. [1780]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG"

OF THE HAMBURG-AMERIKA LINIE, Captain E. Burmeister, due here with the outward German Mail about WEDNESDAY, p.m., the 24th inst., will leave for the above places about 12.24 hours after arrival.

NORDDEUTSCHER LOYD.

For further Particulars apply to MELCHERS & CO., Agents.

Hongkong, 22nd June, 1903. [1783]

A. S. WATSON & CO., LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:-

Bottles \$1.20 per Dozen

Syphons 18.00 do.

On the return to our Factory of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

A. S. WATSON & CO., LIMITED, The Hongkong Dispensary.

Hongkong, 19th June, 1903. [1783]

VICTORIA DISPENSARY.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:-

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A. S. WATSON & CO., LIMITED, The Hongkong Dispensary.

Hongkong, 19th June, 1903. [1784]

WATKINS, LIMITED.

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Hongkong, 19th June, 1903. [1785]

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A. S. WATSON & CO., LIMITED, The Hongkong Dispensary.

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 23rd JUNE, 1903, at 2.30 p.m., at his SALES ROOMS, Queen's Road, HANDSOME HOUSEHOLD FURNITURE, &c.

TABLE COVERS and HEARTH RUGS, CROCKERY, GLASS and PLATED WARE, IRON SAFES, COOKING STOVES, &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 20th June, 1903. [1777]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 25th JUNE, 1903, at 2.30 p.m., at No. 5, EAST TERRACE, Kowloon (lately occupied by Mr. FRED. LEMM).

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Full Particulars from Catalogue).

On View from Wednesday, the 24th June.

TERMS.—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 19th June, 1903. [1786]

THE TRADE MARKS ORDINANCE, 1899.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that TANG KWAI POK trading under the style of the "WING YUEN" at No. 28A, DES VOUEX ROAD CENTRAL, VICTORIA, HONGKONG, has on the 17th day of April, 1903, applied for the Registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

The distinctive device of an anchor surrounded by a circular border.

The Trade MARK is intended to be used by the Applicant forthwith in respect of the following goods, namely:—India rubber shoes and boots in sizes 8.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 22nd day of April, 1903.

EWENS & HARTON, Solicitors for the Applicant, 36, Queen's Road Central, Hongkong.

2241]

BROWN, JONES & CO., MONUMENTAL AND ORNAMENTAL MASONRY.

Have on View and for Sale at their Marble Yard, ITALIAN MARBLE.

Statuary Figures, Angels, alabaster Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also

AMERICAN MARBLE.

Crosses, Columns and Headstones; and ABERDEEN GRANITE.

Crosses and Headstones For adults and children's graves.

CEMETERY MEMORIALS made to any design in Italian and American Marble and Hongkong Gray and Blue Granite.

Special attention paid to LETTERING IN ANY STYLE OR LANGUAGE in imperishable lead, lead cement, gold, or black.

All work and material guaranteed to be the best and most durable.

Prices to suit the times.

Designs on application.

Orders from outports carefully and promptly executed.

Office:—No. 17A, Queen's Road Central, 1st Floor. Marble Yard:—No. 18, Morrison Hill Road, Hongkong.

Hongkong, 9th January, 1903. [3462]

FOR SALE.

A COPY OF THE "ENCYCLOPEDIA BRITANNICA" (THE "TIMES" REPRINT)

In 25 large Quarto Volumes: Half Morocco Binding; Perfectly New and in A Condition. The only Standard Work of Reference in the English Language.

Price, only \$250.00.

Apply to—"LIBRARY"

Care of Daily Press Office.

Hongkong, 22nd May, 1903. [150]

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their premises LIME-WASHED and CLEANSED in accordance with Law are reminded that the period during which this work shall be finished ends on the 30th day of JUNE, 1903; and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to STAMP OUT PLAGUE is determined to BIGROUSLY PROSECUTE any owner in default after the above named date.

By Order of the Board, G. A. WOODCOCK, Secretary.

Sanitary Board Room, 1st June, 1903.

Note.—The Western Division of the City lies to the West of Morrison and East Streets.

EXCURSIONS TO MACAO.

THE fast and commodious Steamship

"WING CHAI"

will leave her Wharf, opposite Central Market, EVERY SUNDAY (during the Summer months), at 8.30 a.m., returning at 8 p.m.

FARE.—Return Ticket, including Tiffin and Dinner (either on board or at Macao Hotel) \$5.

A matched for sea bathing, both for Ladies and Gentlemen, is provided, and bathing clothes, &c., provided at a reasonable rate.

SAM WANG & CO., LD.

Hongkong, 18th June, 1903. [1786]

M. CHADWICK KEW

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 a.m. to 5 p.m.

Hongkong, 16th June, 1903. [1721]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY, LIMITED.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.

Hongkong, 1st May, 1903. [1321]

NOTICE.

THE Firms of KIM SENG LEE & CO. of Bangkok, and KIM HONG JOO, of Hongkong, having Dissolved Partnership, the Firm of KIM SENG LEE & CO. gives notice that it will NOT be RESPONSIBLE for any DEBTS contracted by the Firm of KIM HONG JOO from this date nor during the nine years' existence of the Partnership.

KIM SENG LEE & CO.

Hongkong, 11th June, 1903. [1630]

PUBLIC COMPANY

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, DES VOUEX ROAD CENTRAL, VICTORIA, HONGKONG, on SATURDAY, the 27th day of JUNE, 1903, at 11 in the FORENOON, when the subjoined Resolutions will be proposed, viz:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."

3. "That in consideration of the guarantee and undertaking now given by Messrs. Shaw, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shaw, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof) to be applied as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in cash and every one of the said three years the said Shaw, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shaw, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 2½ per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years";

(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years";

(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years";

(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 14th day of June, 1903.

SHEWAN, TOMES & CO., General Managers.

1735]

NAVY CONTRACT.

TENDERS are invited for the Supply of FRESH WATER for the period of 12 months from 1st JULY, 1903, to H. M. Naval Yard, Hongkong, or to any of H. M. Ships and Direct Vessels lying in the harbour.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICE, H. M. Naval Yard, Hongkong, and should be returned not later than Noon, on THURSDAY, 25th JUNE, 1903.

Hongkong, 18th June, 1903. [1753]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000 £820,000

Surplus (Reserve) Gold \$4,000,000 £820,000

Total Gold \$8,000,000 £1,640,000

Capital & Surplus authorised, Gold \$10,000,000 = £2,050,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, Issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit, Accounts at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposits as follows:

For 12 months, 4½ per cent. annum.

" 6 " 4 " "

" 3 " 3½ " "

HONGKONG BRANCH

20, DES VOUEX ROAD CENTRAL.

CHARLES R. SCOTT, Manager.

Hongkong, 23rd May, 1903. [1248]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER 1854.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £200,000

RESERVE FUND £200,000

RESERVE FUND £200,000

INTEREST allowed on Current Accounts at the rate of 2½ per cent. on the daily balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3½ " "

" 3 " 3 " "

T. P. COCHRANE, Acting Manager.

Hongkong, 18th May, 1903. [1112]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000

SUBSCRIBED £1,500,000

PAID-UP £562,500

RESERVE FUND £1,000,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per cent. on the daily balances.

On Fixed Deposits:—

For 12 months 4½ per cent.

" 6 " 3½ " "

" 3 " 3 " "

E. VAN OERSTEN, Acting Manager.

Hongkong, 23rd May, 1903. [92]

RUSSO CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF 10th DECEMBER, 1895.

CAPITAL Roubles 15,000,000

GOVERNMENT 5,000,000 Kouping Taels.

(EQUIVALENT TO £2,150,000 Stg.)

RESERVE FUND £185,000

SPECIAL RESERVES £130,000

HEAD OFFICE—ST. PETERSBURG.

BRANCHES IN RUSSIA, SIBERIA, MANCHURIA, SHANGHAI, H

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

QUEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Tonkwood Furniture, Black-
wood, Jewellery, &c. highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHER

M. MUMETA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; 110, 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hutchinson Rajah's Genuine Com-
position Red Band Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SELMUND,
25 and 26, (Longway) R. d., Praya Central.
Shipchandlers, Sailmakers, Biggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners Composition ("Grey-
hound Brand") and Blandford
Spence & Co's Composition

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

TO LET.

OFFICE, Airy and Commodious, No. 3,
QUEEN'S BUILDING, 2nd FLOOR.
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [1937]

TO LET.

FURNISHED HOUSE, 5, KNOTSFORD
TERRACE, for Two or Three Months,
from about middle of July. Use of Tennis Court
and Rickshaws.
Apply—
A. A. W.,
5, Knutsford Terrace, Kowloon.
Hongkong, 20th June, 1903. [1771]

TO LET.

A ROOM in a Fully Furnished House at the
Peak.
One Gentleman required to make up a Mess
of Four. Tennis Court and Garden.
Apply—
A 17,
Hongkong, 25th May, 1903. [1529]

TO LET.

TO BE LET FURNISHED.
For Nine Months.
Apply to—
MAJOR TUDOR, R.E.,
HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LD.,
Hongkong, 18th June, 1903. [1754]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 2nd December, 1902. [182]

TO LET.

ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office,
Hongkong, 16th June, 1903. [1719]

TO LET.

FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 2, RIFON TERRACE (in FLATS).
GODOWNS at BOWRINGTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 8th June, 1903. [71]

TO LET.

TO LET—IMMEDIATE POSSESSION.
No. 15, 17 and 19, SEYMOUR ROAD.
GROUND FLOOR of No. 49, PEELE
STREET.
GODOWN, No. 32A, PRAYA EAST.
No. 21, SEYMOUR ROAD. Possession
from 3rd July.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 19th June, 1903. [1761]

TO LET

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1163]

TO LET.

NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15th
JUNE.
Apply to—
E. H.
Care of Daily Press Office,
Hongkong, 16th May, 1903. [143]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBE," MAGAZINE GAP. Avail-
able from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

WOODLANDS VILLA EAST,
Seymour Road, Six-Roomed Semi-
detached House. Good View of the Harbour.
Apply to—
D'ALMADA & MILLAR,
16, Des Vaux Road Central.
Hongkong, 13th May, 1903. [1465]

TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES OF ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.
Apply to the undersigned.
C. H. GLAUC,
Secretary,
Hongkong Club.
Hongkong, 18th June, 1903. [1757]

TO LET.

A GODOWN, No. 1, MASON'S LANE.
Rent Moderate.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 11th June, 1903. [1688]

TO LET.

FIRST FLOOR, No. 8, QUEEN'S ROAD
CENTRAL. Suitable for Office.
Apply to—
IP LAN CHUEN,
Care of Mr. A. M. Eschbayer,
Nos. 7 and 9, Zetland Street.
Hongkong, 11th June, 1903. [1689]

TO LET.

"HARTLEY" and "WESTLEY,"
UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., LD.,
Hongkong, 2nd June, 1903. [150]

TO LET.

NO. 5, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st
August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAM ROAD.
Nos. 11 & 18, BELILIOS TERRACE,
Newly Painted and Colourwashed.
"BISNIEE VILLA," FORBURN ROAD.
Land on sea front Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 17th June, 1903. [1046]

TO LET.

PRAYA EAST, Spacious Two-storied
and Single-storied Godowns. Suitable
for Yarn or Coal.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 31st March, 1903. [100]

TO LET.

NO. 10, SEYMOUR TERRACE.
No. 13, MOSQUE JUNCTION.
No. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION
TERRACE.
FOUR-ROOMED HOUSE on Upper
Levels, fully furnished, for Six Months.
And others to suit various requirements.
For terms and particulars, apply to—
S. A. SETH.
Land and Estate Broker.
Hongkong, 18th June, 1903. [1396]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET.

"SAVOY HOUSE,"
3, LOWER CASTLE ROAD.
BOARD AND LODGING. Comfortably
Furnished Rooms. Quiet and Healthy
Locality.
Apply to—
A. SPIELER,
Hongkong, 1st June, 1903. [1557]

TO LET.

BOARD AND RESIDENCE.
MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

TO LET.

"TANG YUEN,"
BOARDING ESTABLISHMENT.
SUMMER RATES.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macdonell Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

TO LET.

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892

SHOOTING IN THE NAVY.

THE MEDITERRANEAN FLEET IN 1902.

Mr. Arnold White writes in the *Daily Chronicle*—
The Channel Squadron lives in the limelight.
Its breezy commander is one of the best-known
men in England, as he is one of our best
admirals at sea. The Mediterranean Squadron,
which is the backbone of national defence, is
rarely heard of. Its annual manoeuvres are
hardly reported in technical textbooks. The
average citizen knows little of its history; no-
thing of its commander, composition, traditions,
or efficiency. On the gunnery skill of the Medi-
terranean Squadron depends the existence of the
British Empire. The whole of our institutions,
including the Throne, the Indian Empire, the
Poor Law, the Foreign Office, and Mr. Brod-
rick's Army Corps of "Specials," depend upon
the Mediterranean Fleet. It is only when the
Mediterranean Fleet is sufficient and efficient
that the country is safe. But the country
rarely sings it a thought. We are too busy
racing and playing bridge.

On April 28 the Secretary to the Admiralty
stated that "the Board did not consider it to
be in the public interest to give detailed par-
ticulars with respect to the shooting of indi-
vidual ships, especially in view of the fact that
similar particulars are not available in the case
of any foreign Navy." When Mr. Arnold
Forster made this statement he must have done
so with his tongue in his cheek, and have
spoken in a Pickwickian or non-natural sense.
But a few days had elapsed after Mr. Arnold
Forster had made this statement when Lord
Brassley's celebrated Annual made its appear-
ance. On page 404 of that work detailed par-
ticulars are given "with respect to the shooting
of individual ships." Furthermore, the exact
credit due to the *Barfleur*, the *Hood*, the
Crucet, and the *Ocean* are related. On page
407 particulars as to the shooting of three ships
in the American Navy are given; and the
performance of the French Northern Fleet,
comprising seven ships, is given on page 406.
In the *Washington Notes on Naval Progress*,
1901, pp. 235-239, full details are given of the
shooting of the English Channel Squadron.
The present writer has had no difficulty during
the last few years in obtaining full details as to
the shooting of the ships of the British Navy.

Having thus shown that information denied
to the House of Commons is accessible, not
only to peers of the realm like Lord Brassley,
but to humble citizens like the writer, and to
foreigners, as in the case of the American
Notes on Naval Progress, is it not time for the
Admiralty to abandon the fiction that informa-
tion as to gunnery is confidential? Publicity
means emulation, and emulation means good
shooting.

A broad statement of the results accomplished
will be interesting. The shooting in the
Mediterranean Fleet for 1902 shows that
Admiral Sir Compton Domville has raised
the gunnery efficiency of his squadron by no
less than 16 per cent. In other words, instead
of missing the target twice out of three times,
as has been the custom of the British Navy for
the last thirteen years, the gunners of the
Mediterranean Fleet have managed to find the
target once in every two shots. H.M.S. *Hood*
appears to be the crack ship of the Fleet, having
hit seventy-nine times out of a hundred and five
rounds. The flagship of the Commander-in-
Chief is high up on the list, with a hundred hits
out of a hundred and fifty-five rounds, giving a
percentage of 64.5. The *Formidable*, which
was unjustly blamed for bad shooting with
the heavy guns, has done exceedingly well,
with an average of 62.8. The bad results
from the turret guns were due to incorrect
sight. The *Formidable*, although handicapped
by bad turret guns, did exceedingly well
with her 6in. guns at a speed of twelve
knots. The average per gun per minute was
4.38, and she hit the target sixty-six times
out of one hundred and five rounds. How sights
in the Navy are bad cannot be told, but the in-
justice which has been done to the *Formidable*
in blaming her for bad shooting, which was
entirely due to defective material supplied by the
authorities at home, may also be held accountable
for bad shooting in other ships. Who is respon-
sible for the supply of these incorrect sights?

The following are the number of rounds, hits,
and the shooting merit of twenty of the big
ships of the Mediterranean Fleet—

Ship.	Rounds.	Hits.	P. Cent.
<i>Hood</i>	155	100	75.9
<i>Andromeda</i>	171	124	72.5
<i>Belshazzar</i>	155	100	64.5
<i>Formidable</i>	145	90	62.8
<i>Impassable</i>	139	87	62.5
<i>Vindictive</i>	96	61	63.5
<i>Queen</i>	124	79	63.7
<i>Irresistible</i>	123	72	58.5
<i>Canopus</i>	133	78	58.6
<i>Victorious</i>	112	58	51.7
<i>London</i>	115	59	51.3
<i>Replis</i>	89	46	51.1
<i>Naiad</i>	21	10	50
<i>Vengeance</i>	133	63	47.3
<i>Indra</i>	83	42	50.1
<i>Enos</i>	89	42	47.1
<i>Diana</i>	43	18	41.8
<i>Ramilius</i>	81	33	40.7
<i>Gladiator</i>	35	11	31.4
<i>Aboukir</i>	143	22	27.1

The prize-giving of the Mediterranean
Squadron required the expenditure of 3,186
rounds of ammunition, and 1,575 hits were
made. The figure of merit for the whole fleet
is, therefore, 50 per cent. The present writer
has not the complete figures for the China
Squadron for 1899, but it is believed that the
Mediterranean shooting for 1902 constitutes a
record. This record is one of which the nation
may be proud.

I deeply regret that there is a reverse side
of the shield even in the Mediterranean Fleet.
On April 29 the seven battleships, *Vengeance*,
London, *Dulwich*, *Busell*, *Venerable*, *Formid-
able* and *Irresistible*, left Naples for Malta.
On the afternoon of that day those seven
ships expended their quaries' allowance of
practice ammunition. A more disgraceful

waste has never occurred. The fleet com-
menced to fire at four bells in the afternoon
watch. By seven bells, that is half-past three
p.m., it had all gone. The total number of
rounds fired was 10,000. One gunnery lieuten-
ant nearly cried. He had spared no pains to
teach the men to shoot. He had arranged with
his captain to have two whole days for firing it.
Instead of that it had to go overboard in one
hour and a half.

The *Dulwich*, flagship, out of 10,000 rounds
got rid of 80 rounds of 12-pounder, 25 rounds
of 3-pounders, 1,310 rounds of 1-inch, 1,000
rounds of 45-inch; total 2,416 rounds in 11 hours.
I am informed that the Chief of the Staff,
Captain the Hon. Stanley C. J. Colville, C.V.O.,
C.B., referred to it "as a wicked and scandalous
waste of ammunition."

THE POLITICAL ASPECT OF THE
BAGDAD RAILWAY.

Dr. E. J. Dillon, writing on Foreign Affairs
in the *May Contemporary*, says:—

Although essentially a commercial under-
taking, the Bagdad Railway scheme is without
doubt fraught with grave political consequences,
which ought to be well weighed and effectively
provided for before the Government of this
country throws in its lot with the German
Anatolian Company or encourages British
capitalists to support the project. Mr. Balfour
may be quite right in asserting that "what-
ever course English financiers might take or
the English Government pursue, sooner or later
this great undertaking would be embarked on." But
even were the statement proven, that is not the
kernel of the matter. The real
point at issue is whether Great Britain ought
as a nation to lend her co-operation to the
scheme, and whether, if she does, she will adopt
effective measures to acquire such rights of
control over it as her vital interests imperatively
call for. And if one may venture to judge the
future action of the present Government by its
attitude in the recent past, the conclusion
to which we are forced is that, unless
public opinion makes itself heard on the
subject in accents that cannot be mis-
taken, the blunders committed in the Far
East and in Venezuela are almost certain to
be repeated in Anatolia, Mesopotamia, and the
Persian Gulf. For the Bagdad Railway
scheme is, despite its commercial aspect and
its ostentatious lack of political background,
nothing more nor less than a deliberate attempt
to divide the Ottoman Empire into two spheres
of interest, which are destined to be economic
spheres so long as the Turk holds sway there,
and to be converted into political spheres the
moment the Empire finally breaks up, and in
neither case to become British or even
international spheres. For that reason
alone, were there none other, our Govern-
ment cannot afford to be hasty. Hitherto
Russia has regarded the Turkish dominions
as her own special preserve to be taken
over whenever she feels able and willing, the
Sultan being but the temporary caretaker. The
Russian Government cannot of course officially
give utterance to any such doctrine. But it
has published a significant *exposé* of its views
on the Bagdad Railway scheme in the organ
of the Ministry of Finances, stating plainly
and without reserve that the whole project runs
diametrically counter to the interests of Russia.
This declaration and the positive corollaries
that flow from it are, of course, like the Ameri-
can Monroe doctrine, merely a theory which no
foreign State is bound to accept, and which
Russia must—if she can and will—uphold by
force. But if there were any probability of
this coming to pass, the investment of tens
of millions in opening up the country would
be much more than a mere blunder. The
hopeful assumption of the German promoters,
however, is that Russia's future campaign—
for they have no doubt that an advance against
Turkey is merely a question of time—will be
conducted along the line Kara-Erzorum-
Silvan, on the one side, and on the Bosphorus on
the other, keeping almost entirely aloof from
the Bagdad Railway—Konia, Ereğli, Adana,
Burdjick, Urfa, Mossul, Bagdad, Koweit. More-
over the Russians, it is urged, may be dissuaded
from their purpose of fighting for a southern
port on the Syrian-African coast. Rhodes or
one of the southern islands in the Egean Sea
would—or at any rate ought to—meet their
needs—or at any rate ought to—meet their
needs—or at any rate ought to—meet their
needs.

But this, it should
be said, is equivalent to making up one's
bill without consulting the innkeeper. The
Russians themselves entertain quite different
views; they look forward to penetrating sooner
or later to the south coast of Asia Minor and
point to Alexandria as their southern outlook
on the sea. And an attempt at some future
time to carry out this plan is one of the many
contingencies to be reckoned with. The German
promoters, indeed, imagine that they have met
all the requirements of the case and have avoided
all causes for complaint by marking off the
northern half of the Peninsula of Asia Minor
and the Armenian highlands as Russia's legiti-
mate sphere, and by keeping their line away
from that. The southern half being in a certain
sense a non-man's land, can, they maintain, be
opened up, and German commercial and political
interests created in it.

THE HONGKONG DAILY PRESS, MONDAY, JUNE 22ND 1903

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THE HONGKONG DAILY PRESS, MONDAY, JUNE 22ND 1903

WM. POWELL, LD.

GENTLEMEN'S OUTFITTERS.

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FAMED FOR SUN HELMETS.

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NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

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BLASTING GELATINE AND GELIGNITE,

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325

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ROYAL EXCHANGE

PALATINE

ORIENT

Hongkong, 10th June, 1903.

[1312-2]

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EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.)

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[64]

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Sashura Tsukakuro, Yoshitani, Yoshio, Yonokihara, and other Coals.

N. INUZUKA, Manager, Hongkong.

[1182-3]

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"STENTOR"	On 24th June.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.	
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.	
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.	
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.	
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.	
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.	

FOR	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.	
MARSEILLES, LONDON and ANTWERP	"ALCIBIOS"	On 7th July.	
LIVERPOOL, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.	
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.	
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.	
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.	

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA	"MACHAON"	On 14th July.	
"ANTENOR"	"NINGCHOW"	On 10th August.	

The s.s. "STENTOR" from Glasgow and Liverpool, left Singapore on the 20th inst., a.m., and is due here on the 24th inst.

For Freight, apply to **BUTTERFIELD & SWIRE, AGENTS.** [10-12]

Hongkong, 22nd June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI, KOBÉ, and YOKOHAMA	"WHAMPOA"	On 22nd June.	
SHANGHAI, KOBÉ, and YOKOHAMA	"KAIFONG"	On 23rd June.	
SHANGHAI, KOBÉ, and YOKOHAMA	"KALGAN"	On 23rd June.	
SHANGHAI, KOBÉ, and YOKOHAMA	"NINGPO"	On 24th July.	
SHANGHAI, KOBÉ, and YOKOHAMA	"NANOHANG"	On 4th July.	
SHANGHAI, KOBÉ, and YOKOHAMA	"CHINGTU"	On 4th July.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 7th July.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.** [11]

Hongkong, 22nd June, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
SHANGHAI, KOBÉ, and YOKOHAMA	"MARTIN"	About 26th June	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, P. RT SAID and MALTA	"CANTON"	About 26th June	Freight or Passage.

For further Particulars, apply to **E. A. HEWETT, Superintendent.** [1]

Hongkong, 16th June, 1903.

OSAKA SHOSHEN KAISHA.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW	"DAIGI MARU"	THURSDAY, 25th June.
TAMU, via SWATOW	"T. W. GROVES"	WEDNESDAY, 1st July.
FOOCHOW, via SWATOW	"T. COAT"	SUNDAY, 28th June.
AND AMOY	"ANFING MARU"	June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Yamato to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central, Hongkong, 20th June, 1903.

T. ARIMA, Manager [15]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES From Hongkong to Macao daily at 7.30 A.M. (Sunday included). Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:	
1st Class	\$1.50
2nd	0.75
3rd	0.50

Further Particulars may be obtained at the Office of the **WING ON STEAMSHIP CO.,** No. 42, Bonham Strand West, Hongkong, 16th May, 1903. [646]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant),	
33; return ticket, \$5.	
2nd Class, \$1.50; return ticket, \$2.50.	
3rd Class, \$1.	

Superior cabin accommodation. Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to **SAM WANG & CO., LD.,** 81, Queen's Road Central, Hongkong, 29th April, 1903. [34]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "VINDOBONA." Captain Cobl, will be despatched as above on SATURDAY, the 27th inst., P.M.

For information as to Passage and Freight, apply to **SANDER, WIELER & CO.,** Agents, Princes' Building, Hongkong, 19th June, 1903. [13]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN and BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL and RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 29th June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office. **G. DE CHAMPEAUX, Agent.** Hongkong, 17th June, 1903. [2]

THE EAST ASIATIC COMPANY, LIMITED. FOR MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS. THE Danish Steamship "PRINSESSE MARIE." Captain Berntzen, will leave for the above ports on or about the 30th inst.

For Freight or Passage, apply to **MELCHERS & CO.,** Agents. Hongkong, 20th June, 1903. [1612]

"BEN" LINE OF STEAMERS. FOR LONDON VIA SUEZ CANAL. THE Steamship "BENLOMOND." Captain Mullin, will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,** Agents. Hongkong, 11th June, 1903. [1691]

FOR CANTON. THE new and fast Twin-Screw Steamer "SAN CHEUNG." 253 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, 33 each way. Meals, \$1 each. Cargo Freight very moderate. **CHEUNG ON STEAMBOAT CO., LD.,** No. 128, Connaught Road Central, Hongkong, 16th June, 1903. [1751]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK. THE Steamship "PAK KONG" will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to **KWONG WAN STEAMBOAT CO., LD.,** 15 and 16, Court Street, 7th Floor, West, Hongkong, 6th May, 1903. [135]

NATAL LINE OF STEAMERS. THE Underlying GENERAL AGENTS in CHINA and JAPAN for the above Line are pleased to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDO CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to **DODWELL & CO., LIMITED,** General Agents for China and Japan, 4th Floor, 4th August, 1902. [16]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "PERIN." FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 19th June, 1903. [1]

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BALLARAT." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London &c., ex s.s. Australia. From Persia Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 18th June, 1903. [1]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamship "PROMETHEUS."

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 24th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st July, or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 17th June, 1903. [10-12]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES. THE Steamship "PREUSSEN."

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 22nd June, at 9.30 A.M.

All Claims must reach us before the 18th June, or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned. **NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.** Hongkong, 15th June, 1903. [5]

FROM HAMBURG, PENANG AND SINGAPORE. THE H.A.L. Steamship "AMERICA."

Captain Duckstein, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected. **HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.** Hongkong, 15th June, 1903. [1722]

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA." ON FIRE IN SINGAPORE ON JANUARY 7TH 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed. **SANDER, WIELER & CO., Agents.** Hongkong, 1st June, 1903. [1592]

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH.

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 20th April, 1901. [1720]

DAVID CORSAH & SON. MERCHANT NAVY. NAVY BOILED. LONG FLAX. RELIANCE CROWN. TARPAILING. ARNOLD, KARBURG & CO. Sole Agents.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VAUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [760]

Benger's Food.

For INFANTS, INVALIDS, and the AGED.

The Lancet describes it as "Mr. Benger's admirable preparation."

The British Medical Journal says: "Benger's Food has by excellence established a reputation of its own."

No further testimony is necessary.

BENGER'S FOOD is sold in Tins by Chemists, &c., everywhere.

GRIMAUD & Co. 8, rue Vivienne, PARIS (France). Sold by all dealers.

CLEANSE YOUR BLOOD WITH GRIMAUD & Co.'s SARGAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAUD & Co. 8, rue Vivienne, PARIS (France). Sold by all dealers.

DINNEFORD'S MAGNESIA.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Safe and most Gentle Medicine for Infants, Children, Delicate Females, Sufferers of Pregnancy.

EXQUISITE IN FLAVOR. Highly concentrated, perfect in solubility, hence the most nourishing and easily digested.

van Houten's Cocoa.

is a perfect beverage, light and delicate, invigorating and sustaining. It is easy to make, and cheaper in use than any other.

Best & goes farthest.

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 20th April, 1901. [2417-8]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 8,000 h.p., Comdr. E. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Yokohama.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, on Yangtze.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Uhlen, R.N., at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, at Weihaiwei.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, at Weihaiwei.

Cressy, cruiser, 12,000 tons, 14 guns, 31,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Eclips, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei.

Esperanza, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Weihaiwei.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Weihaiwei.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.

Goliath, battleship, 13,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., at Weihaiwei.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. L. Wells, at Weihaiwei.

Hunter, storeship, 1,640 tons, Comdr. John D. Daintree, at Weihaiwei.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,800 h.p., Lieut.-Comdr. Cyril Assor, at Weihaiwei.

Kinsale, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.

Moorehead, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, Canton.

Matina, sloop, 980 tons, 10 guns, Comdr. C. W. M. Plenderleith, on Yangtze.

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Richard W. White, at Weihaiwei.

Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. G. C. Underhill, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.

Ramirez, surveying ship, 383 tons, Capt. Morris H. Smith, Shanghai.

Risado, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, at Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irwin, at Hongkong.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p., Comdr. A. W. Hamilton, on Yangtze.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray MacG. Lockhart, on West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, Japan.

Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. medice Robinson, A.D.C., at Hongkong.

Teal, river gunboat, 160 tons, 2 guns, Lieut.-Comdr. E. F. B. Dargaves, on Yangtze.

Thetis, 1st class cruiser, 11,000 tons, 18,000 h.p., Captain Charles Windham, C.V.O., at Weihaiwei.

Tweed, gunboat, 302 tons, 3 guns, 290 h.p., at Yangtze.

Verdugo, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Yangtze.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. E. C. Hardy, at Weihaiwei.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,800 h.p., in reserve.

